

Talking Point #1

- Traffic Impact Study No. TS2008-02 Based on information:
- Traffic was analyzed by Newport Beach during the time the 55 Freeway was under construction from 17th to 19th. Costa Mesa provided peak hour counts conducted BEFORE the construction begun. Costa Mesa based their traffic growth information by an estimated 1%. Prepared in accordance with Newport Beach's Traffic Phasing Ordinance requires analysis be prepared based on traffic counts taken between Feb 2 – May 31. (NOT DURING SUMMER MONTHS)
- 65% of the Project traffic can be expected to travel along the street system in southwest Costa Mesa

Talking Point #2

- Volume to Capacity Ratio (comments from CM 11/8/11 re DEIR traffic report)
Comment # 10 -- Page 4.9-116: Table 4.9:34 exhibit shows projected increase in traffic due to Project traffic distribution, reflects that approximately 35% of the Project traffic uses 17th Street. Considering the project trip generation of approximately 15,000 vehicles per day, this translates to over 5,200 vehicles per day. However, the Table 4.9-34 shows only an increase of 3,912 vehicles. There should be an exhibit that shows clearly the level of redistribution of background traffic with the construction of Bluff Road. Even with the forecast as provided the volume to capacity ratio is over 0.90 for 17th Street as well as 19th Street, resulting in a need for increased capacity on segments west of Placentia Avenue. The need for this widening and timing should be addressed in the DEIR. Comment: The Volume to Capacity ratio of 0.90 is considered to be less than significant. 17th street DIER does not meet this criteria and mitigation is necessary because it is over 0.90

Talking Point #3 TRIP GENERATION

Comments: Trip Generation to and from Project is determined by:

- Development nodes
 - Coded as separate traffic analysis zones
 - In a distribution model
 - Following different path assignments
 - Best route to each zone
 - Final traffic volumes on any particular street represent the sum of the trip assigned to that particular path from each of the traffic analysis zones
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- #10 – The trip distribution exhibit (Exhibit 4:907) in the Draft EIR presents a general indication of the distribution of Project traffic to/from the Project site to various off-site destinations. However, because the proposed Project consists of several development nodes throughout the Project site (which are coded as separate traffic analysis zones in the distribution model), traffic follows different paths (assignments) to and from its destinations, depending on the roadways that provide the best route relative to each zone. For example, traffic from the resort inn/residential areas toward the south end of the Project site would be more likely to use 15th or 16th Street to get to the destinations to the east; the residential areas to the north would be more likely to split up between 16th Street and 17th Street to get to the same destinations to the east; and the mixed-use/residential

areas that straddle 17th Street would be most likely to use 17th Street. The final traffic volumes on any particular street represent the sum of the trips assigned to that particular path from each of the traffic analysis zones. (NB response to above letter from Costa Mesa's comments on the DEIR)

INTERNAL CAPTURE OR PASS-BY TRIPS

Comments:

- The Trip Generation Handbook indicates pass-by or internal capture rating to be at 34% in peak pm traffic
- This Traffic Impact Study has adjusted this 34% assumption to a 10% assumption for a "conservative approach"
- FROM 34% to 10%
- This report then estimates the combined trip totals (to and from project for all purposes for the Project) at approximately 15,000 per day across connecting roadway network
- The Project Trip Generation Numbers DO NOT REFLECT trip generation numbers creating impact OUTSIDE the project?
- Internal capture or Pass-by Trips have the same affect...Motorists who are already traveling on the surrounding roadways from one place to another, and who stop at the Project site on their way to another location. ... Project passing the commercial center on their way to/from their homes, as well as other motorists who would use Bluff Road/North Bluff Road and 17th Street to get to/from PCH once the roadway system for the Project is in place. The project assumes a pass-by rate of ten percent (10%). However, The Trip Generation Handbook indicates pass-by trips is 34% in the PM peak hour. Ten percent (10%) is assumed here, for a conservative approach. Bottom line – Trip Generation Handbook indicating 34% for pass-by rate has been adjusted for a "conservation approach" down to 10% so they do not add to project trip generation numbers that create impact outside the project!
- Combined trip totals (to and from project, all purposes) for the residential, resort inn, and commercial components of the Project would be 14,989 trips per day across connecting roadway network. Street parking on the project site would be available to the public for beach access. (Information from Consultant, Kinley-Horn)

Bottom line --- adding 3,000 additional people in project development (household of 2) (then including pass through traffic) --- no matter how you calculate the numbers (through development nodes, separate traffic analysis zones, reducing internal capture and pass-by trips from 35% to 10%) we will experience definite Significant Unavoidable Impacts.

MORE IMPORTANTLY THAN THESE VARIOUS METHODOLOGIES UTILIZED FOR THIS TRAFFIC IMPACT STUDY IS:

- **TRAFFIC – “Additional Consultant Agreements provided in City Council Staff Report Dated 1/12/10 Agenda Item #10**

Traffic Analysis

- Original Traffic Study information appeared on Newport Beach website March 7, 2012) was prepared by Antony Brine, City Traffic Engineer, David Keely, Senior Civil Engineer and Mike Erikson as Contract Traffic Engineer.

Consultant Amendments – RBF Consulting Traffic

- Staff Report - Traffic and engineering services including contract traffic engineering review of initial DIER report, EIR traffic report, review of transportation and circulation issues, work with OCTA on potential MPAH amendments – time and expenses not to exceed \$100,000 additional scope \$85,000 – Total \$185,000. Consultant will provide the following additional contract traffic engineering and development review services to the City of NB in conjunction with processing of the NBRD. Mike Erickson will function on behalf of the City Public Works Department during the review of the development subdivision map application, coordinating the preparation of the traffic report in support of the NBR EIR, reviewing the work product of the project traffic consultant, reviewing transportation and circulation issues associated with the project, reviewing and making recommendations on road alignments, intersection configurations and street sections coordinating with OCTA during the processing of the project by the City and on any required cooperative MPAH study, preparing analysis and reports as required monitoring schedules and taking actions as are necessary and appropriate to ensure that City-required reviews and actions take place in a timely manner. Other comments: Remapping, recalculations and rewriting of reports to reflect revisions and corrections to info on grading and limits of disturbance by the applicant.

(Comment: Due to the fact that the Secretary the Newport Beach Planning Commission, Commissioner Ameri, is Senior Vice President of

RBF Consulting and Mike Erikson has represented RBF Consulting throughout this process, and above Consultant Amendment reflects authorization for \$185,000 for services rendered would be considered a conflict of interest.)

Consultant Amendment – Bon Terra - Traffic

- Revise intersection analysis and ADT (average Daily Traffic) forecast to reflect the applicant project revisions submitted to the city in November 2009.
- Incorporate the applicant proposed mix of residential land uses, modifications to roadway (page 12) revised number of dwelling units in specific portions of the project area, and subsequent incorporation of revised traffic analysis project trip rates
- Develop average daily traffic (ADT) forecasts for all study scenarios for roadway segments (adjusted for street usage to and from scenarios not totals)
- Revise intersection analysis and ADT forecasts to reflect the applicant project revisions submitted to City in November 2009
- Forecast traffic volumes (based on applicant's November 2009 revised project land use proposal) with respect to flow conservation to and from adjacent intersections

Reflects applicant's desire to have report based on 2009 information for a 2012 Traffic Impact Analysis Report